



Transport Like No Other

Meeting the Boat: Steam Travel Along Maine Waters is on view through September 5.



by Chris Hall,
Curator of Exhibits

convolutions of the Maine coast before 1930 without a steamboat being involved. Steamer service was the only game in town where roads were seasonal quagmires or dust-

bowls, and coastal railheads were basically Portland/Bath/Rockland or Bucksport/Bangor. Unlike a railroad that was committed to a fixed right-of-way, water transport could handily reach multiple community landings, whether small or large, even around one island (think Vinalhaven) or up the length of a long inlet (think the Kennebec River). A relatively predictable steamer service timetable enabled all manner of freight, friends, and family to move about their marine world, and like family members, folks were loyal to, intensely interested in, and

loved to brag (and complain) about "their boats". The fabric of life in Maine was stitched together by scores of steamers, large and small, which were both servants to, and creators of, coastal and lake-shore life.



Cows being landed off the steamer *Vinalhaven*.

Imagine trying to explain our automobile-and-truck-dominated world of transportation to someone in the distant future, where travelers are sucked through high-speed Hyperloops, and worldly necessities are delivered autonomously by freight drones and dirigibles. A few decaying cars in obscure collections (viewed remotely by subscription), a half mile of preserved asphalt and median strips in the National Park of the Interstate, and the Fat-Boy Diner Museum are the only remnants of that primitive world of internal combustion. *They actually fueled these contraptions with a highly explosive liquid that was handled with no supervision? (Was this legal?) Thousands of miles of road surface were kept smooth as silk, and free of snow? (How could they afford it?) Scores of people died in vehicle accidents every day? (This was tolerated?)*

Such is the challenge when presenting an exhibit about the steamboats that accompanied daily life in Maine for a good century, roughly from 1830 to 1930. It is beyond our ken. Seen through our lens, steamer travel was tediously slow, with a rat's nest of transfer connections, and fraught with peril (collisions, strandings, boiler explosions, etc.). We might call it quaint.

In fact, one did not live, work, or play along the watery



The steamer *Golden Rod* landing passengers on the ice at Belfast, 1907.

Working coal-fired steamships in our day can be counted on one hand – so the smell, sound, and feel of steamer travel – the oily tang of vented steam and smoke billowing out of the stack, the rhythmic pulse of the screw or slap of

See *Transport Like No Other* page 9

Current Exhibits

Meeting the Boat: Steam Travel Along Maine Waters

On view through September 5, 2016
John G. Morse Jr. Gallery

20 Years of Discovery Boatbuilding

On view through September 18, 2016
Marjorie W. Kramer Gallery

Songs of Safe Passage: Many Thousand Miles Behind Us Many Thousand Miles Before

Installed through September 18, 2016
A sound installation on the banks of the Kennebec

Sea Change: Portland on the Edge of the New North

On view through January 2, 2017
Portland Public Library

Nonprofit Org.
U.S. Postage
PAID
Bath, ME 04530
Permit No. 10

MAINE MARITIME MUSEUM
243 Washington Street, Bath, Maine 04530
www.MaineMaritimeMuseum.org



Rhumb Line

A line on the earth's surface which intersects all meridians and parallels of latitude at the same angle. A line of constant course is a rhumb line.

Mission Statement

Maine Maritime Museum celebrates Maine's maritime heritage and culture in order to educate the community and a world-wide audience about the important role of Maine in regional and global maritime activities. The Museum accomplishes its stewardship through: discriminate collection, preservation and dissemination of historic materials and information, engaging educational programs, relevant and compelling exhibitions, and a unique historic shipyard, all connecting the past to contemporary and future issues.

Vision Statement

Maine Maritime Museum offers unique experiences through unsurpassed collections, well-maintained historic buildings, compelling exhibits, and outstanding educational programming and services. The institution is financially sound and forward focused; new technologies and viewpoints are embraced in a timely manner. Visitors, members, volunteers, and staff are enriched by their involvement with the Museum; the Museum's vitality infuses the regional and national cultures and economies. The Museum is a world-class museum attracting a global audience to Maine's rich maritime heritage and culture.

Here's to 10 Years!

July 5, 2006 was my first official day of work at Maine Maritime Museum – 10 years ago. This particular milestone anniversary has prompted me to think about all the things that have happened over the past decade... the trustees, staff, and volunteers I've worked with (and, sadly, the ones who are no longer with us), the many exciting projects we've undertaken, all the things that have changed, and the things that haven't changed. Also how much older I look now and how much my son has grown since he started kindergarten in Bath 10 years ago.

Not long after I came onboard, the museum initiated the development of a major new strategic plan. As part of that work, the museum's mission statement was updated to reflect a broader and more contemporary interpretation of Maine's maritime experience. Maritime history and shipbuilding will always be the core of this museum's mission, but we also embrace contemporary maritime life and all the differ-



My son Jack and I at my first volunteer picnic, July 2006.



My husband Bill and I sailing out from Bath to Boothbay Harbor on the *Sherman Zwicker* in November 2006. A beautiful snow-fall early that morning made the trip magical!

ent aspects of the coastal Maine experience. We use more technology to share these stories and we try to create hands-on opportunities for people to engage with these stories. The popular *Lobstering & the Maine Coast* exhibit is a great example of that newer perspective. And the Lobstermobile is a great example of how we are always looking for ways to have fun with all of this!

In addition to updating our mission statement, we also created a vision statement. Among other things, we expressed a vision of creating a world-class museum experience that would attract visitors from around the world. That seemed, at the time, like an inspiring idea, but not really something many of us thought would happen. After all, here we were in Midcoast Maine aspiring to be as excellent as maritime museums in San Diego or Greenwich, England – that's quite a reach. Well, it turned out that with dedication, and ingenuity, creativity and hard work, we can

now honestly say that we've achieved that vision. Maine Maritime Museum has many times been ranked as one of the top maritime museums in the world and our visitors regularly tell us this as well. I can't count how many times visitors have written in our guest book, "I've been to maritime museums all over the country and all over the world, and this one is one of the best!"

I'd like to thank all of MMM's members, donors, volunteers, staff, and our excellent board of trustees for 10 great years. There's lots more to do and I look forward to working with all of you to continue making MMM one of the best cultural resources in Maine... in America... in the world!

Amy Lent
Executive Director

P.S. Thanks to my husband Bill and my son Jack who have been involved all along the way and have given great advice and support.



Richard Brunck has joined the museum staff full-time as Facilities Manager. Richard may look familiar to visitors as he previously worked in the Guest Services department. Before moving to Maine, he was Assistant Director of the Arts College at the University of Florida where he managed the facilities, operations, and IT for all the buildings on campus. Richard also ran a residential contracting business.

MMM Celebrates Merrymeeting Day!

On May 22, over 700 visitors joined us at the museum for Merrymeeting Day, a special event to celebrate the unique ecology of Merrymeeting Bay and to rechristen the museum’s cruise boat *Merrymeeting*. The museum hosted a variety of Merrymeeting Bay-related organizations who offered information and activities, and visitors enjoyed the annual *Wyoming* flag raising ceremony, a pirate puppet show, birds of prey show, and \$6 cruises all day. Admission to Merrymeeting Day was free thanks to generous donations from the Twombly Family, David and Sandy Weiss, and Bath Savings Institution. The purchase of *Merrymeeting* was made possible through a grant from the Merrymeeting Bay Trust.



Left to right: Noreen Blaiklock and Sandy Weiss christened *Merrymeeting* as Charlotte Whittier, Gabriella Whittier, and Mamie Whittier revealed her new name.



Over 700 people attended Merrymeeting Day and enjoyed \$6 cruises on *Merrymeeting*!



The York Center for Wildlife brought some feathered friends to the museum.



King Neptune and his court presided over the renaming of *Merrymeeting*.



The East Wind (Willa Wallace) blew into the rechristening ceremony.

Museum Events

Special Cruises

Brunch on the Bay (1.5 hours)

Sundays through September 4, 10 am

Members \$35; nonmembers \$44; 6 to 16 years \$29; under 6 \$5

Start your day off right with a relaxing cruise north along the Kennebec River to Merrymeeting Bay. Enjoy a tasty selection of fresh pastries, fruits, and mimosas while you take in spectacular waterway vistas. Kick back and enjoy the company of your companions inside the vessel or explore our outer decks to soak in the sun. Share magnificent views, learn local history, and observe the abundant wildlife with friends and family.



Lighthouse Legends and Lore (3.5 hours)

August 5, September 16, 30, 3:30 pm, October 7, 2 pm

Members \$55; nonmembers \$65; 6 to 12 years \$34; under 6 \$5

Explore the legends and lore of Midcoast Maine's lighthouses including a shore landing at the historic Burnt Island Light. Your adventure will be guided by Red Cloak Haunted History Tours

Up to seven lighthouses will be seen, depending on weather and sea conditions, including Doubling Point Light, Hendrick's Head, Seguin Island Light, Ram Island Light, and The Cuckolds. The visit to Burnt Island will include landing on the island for the chance to view the keeper's house and other facilities, including the majestic Burnt Island Light tower.

Special Events

Painting Workshop with Robert Beck

July 23 & 24, 9 am to 4 pm

Members \$160; nonmembers \$200



This two-day workshop is for painters with experience painting from life. Both interior and landscape painting will be addressed utilizing the museum's beautiful and historic shipyard setting. Each day is composed of two three-hour sessions:

day one will include morning demonstration and talk followed by afternoon painting session; day two comprised of morning and afternoon painting sessions with focus on development of a composed image. *Participants must bring own supplies for painting outside, materials list will be provided.*

Yacht America Visit

August 1 & 2, 10 am to 3 pm

Adults \$7; children \$5; or FREE with museum admission

America is a replica of the vessel that started the America's Cup tradition in 1851 by winning the Royal Yacht Squadron's "100 Pound Cup." Step aboard and back in time as her replica makes a port visit as the official ambassador of The America's Cup. Tour this magnificent 139-foot replica and learn about the event's storied history.



Sail Aboard America

August 1, 4 to 7 pm, August 2, 5 to 8 pm

Adults \$85; children 17 and under \$42.50

Sail back in time aboard a replica of the vessel that first won the America's Cup in 1851. Steady as a rock with towering masts and massive canvas sails, a shining hull, polished timbers, and gleaming emblems, *America* is a stunning tribute to days gone by. Enjoy an evening sail down the Kennebec River aboard the vessel that started it all.

Tour Portsmouth Naval Shipyard

August 17, 9:30 am to 2:30 pm

Members \$20; nonmembers \$30; children under 12 \$20 (Not recommended for children under 12)

For more than 200 years Yankee ingenuity and craftsmanship have been the keys to Portsmouth Naval Shipyard's success. Learn about its role and achievements in times of war and peace from a submariner's perspective. Your host, Gary Hildreth, is a retired submariner with a 29-year naval career. Itinerary includes a history lecture, followed by lunch in the shipyard cafeteria, a narrated windshield tour of the facility (no sub tours), and a stop at the shipyard's museum. *Advanced reservations required, must be U.S. citizen to participate.*

Hour with the Artist: Robert Beck

September 17, 6 to 7 pm

Members \$5; nonmembers \$7



Join artist Robert Beck as he discusses selected paintings in *Over East*. Learn about the processes and experiences behind the images in *Over East*, which have been brought together for the first time to form a "visual essay" about today's maritime community.

Bath Cemetery Tour: Famed Captains and Shipbuilders

October 12, 22 & 29, 4 to 5:30 pm

Members \$20; nonmembers \$27; under age 17 \$12 (Fee includes museum admission)



Meet us at the museum and ride the trolley to one of Bath's oldest and largest cemeteries. Oak Grove Cemetery contains the most varied collections of memorial art

in Bath and is a virtual who's who of historic maritime families. Learn about the fascinating history of these shipbuilding competitors, and examine the symbolism of these amazingly crafted memorials to gain a greater understanding of Bath's maritime prominence. *A portion of this tour involves moderate walking on uneven ground. Seating is limited; reservations are suggested.*

Lectures and Courses

Ships for D-Day: The Crisis in American Shipbuilding in World War II

July 21, 6:30 pm

Members \$5; nonmembers \$7



Join Dr. Craig L. Symonds, professor emeritus at the United States Naval Academy and award-winning author, as he discusses the challenges faced by

American shipyards as the nation mobilized for war.

Despite facing challenges including material and workforce shortages, the country found new ways to increase efficiency and scale of production, building a labor force of 640,000 leading up to operation Neptune.

Collaboratively presented by Maine Maritime Museum and Sagadahoc Preservation Inc.

The History and Evolution of the America's Cup

August 1, 8 pm

Members \$5; nonmembers \$7

Troy Sears, owner and captain of *America*, will lead a conversation to educate a new generation about the America's Cup and engage existing fans about the past, present, and future direction of this 166-year-old sporting event. After the presentation will be a Q&A session.

Sailing Skills and Seamanship

Tuesdays and Thursdays, August 30 to September 15, 6 to 8 pm

Members \$75; nonmembers \$80

This course is designed for both experienced and novice sailboat operators. Topics include reading the wind, points of sailing, sail controls, running, close-hauled, reaching, and sail adjustments. Basic maneuvers of tacking and jibing are explained along with picking up a mooring, leaving and approaching a dock, and anchoring. In addition, aids to navigation and an introduction to the rules of the nautical road are covered. Passing an optional exam at the end of the course leads to a certificate that can be used to show you have taken a boating safety course.

Boatshop Update



by Kurt Spiridakis,
Boatshop Manager

As you read this, the museum is bursting with activities, so it’s easy for me to forget the last few months; easily the busiest spring I’ve had in my 8 ½-year tenure in the Boatshop. We took on some new projects, worked with a new school, and continued to run our award-winning Discovery Boatbuilding program. Here is a synopsis of the spring:

Discovery Boatbuilding

Our two schools, South Bristol and Woolwich, each launched two Yankee Tender skiffs the third week of June. Students spend a full day each week for the duration of the school year learning woodworking and traditional boatbuilding. The program empowers students to ask questions, think critically, and develop self-confidence in a unique setting that differs considerably from a traditional classroom. 2016 was a milestone year for the program: the 20th consecutive class of boat-builders from South Bristol School. For a program to endure that long in a tumultuous school funding atmosphere is a testament to the value and benefits of hands-on learning.

Kramer Gallery Exhibit



Coincident with the end of the school year I curated *20 Years of Discovery Boatbuilding*, a history of South Bristol students at the museum. This exhibit contains photographs taken over the last two decades, an overview of the program curriculum, and student-made work. There is also a

short video that tells the story of the evolution of the program. If you’re not able to make it in to check out the exhibit, the video can be found here:

<http://www.mainemaritimemuseum.org/learn/boat-building/>

West Bath Programming

We began a 10-week program with West Bath school in April. Each week the fifth-grade class came to the Boatshop to learn about the Maine bateau and its history and uses in the state. They studied the lumberman’s bateau in our small-craft collection, took the lines off of it, and built half models of the vessel at 1:28 scale. This was no small feat. Taking the lines refers to the process of measuring the lines of a boat’s hull in order to produce a drawing that can be used for construction. The students were very enthusiastic about the program, as was the school board, who approved a year-long program for 2016-2017. We plan to run this program similarly to Discovery Boatbuilding, and we will work weekly with the incoming class of 28 fifth-graders.



Deering Pier Flower Boxes

In the fall of 2015 the shop was asked to make two planter boxes to flank the

walkway at Deering Pier. The hope was that they be boat-shaped. We decided to build two boat hulls in the traditional method, four overlapping planks on each side, fastened together with clinch nails. The project went quickly because the boats did not need to hold water. In fact, we built them to let the water out! They were planted in June, and are now the first thing cruise passengers see when arriving on campus. We saved all our patterns and measurements for these boxes, and are happy to build more for private individuals and organizations!



Merrymeeting Doors

The Boatshop is thrilled about the museum’s purchase of *Merrymeeting*, and we are trying to support the boat in any way possible. This spring we built two mahogany pilot house doors for her. We could have painted them white, but it was decided a varnished mahogany

door would project the right message for *Merrymeeting*: world-class. The shop is happy to fabricate boat parts for private individuals, please don’t hesitate to inquire about projects. No job is too small for us!

Boatshop Workshops

Open Shop

Mondays 5 to 7:30 pm
\$20 plus materials

Have you always wanted to build an end table but were overwhelmed by the specialized tools needed? Do you have rickety chairs or uneven stools in your house? Come to the museum’s Boatshop and take advantage of our fully outfitted woodshop and expert instruction. This is a weekly drop-in event.

Shaker Box Making Class

Thursday and Friday, July 21 & 22, 5 to 8 pm
Members \$70; nonmembers \$75



In just two short sessions you’ll gain the skills to build a hand-crafted set of three Shaker boxes. Each box is built of cherry and cedar with copper tacks and serves as an elegant storage container. No woodworking experience is required and all materials are included.

Kayak Class

August 29 – September 3, 8 am to 5 pm
Members \$530; nonmembers \$550

Work for one week under the guidance of boat designer Eric Schade to build your very own kayak or canoe. This class uses commercially made stitch and glue kits by Chesapeake Light Craft; several styles are available.





Honor/Memorial Gifts

1/21/2016 – 5/26/2016

In Memory of Roland E., Murray G. & Roger C. Peterson
Dr. Louise S. Forsleff

In Memory of Harold M. Scott Jr.
Mr. and Mrs. Edward W. King
Mr. Kimball M. Page and
Mr. John R. Webster
Mr. and Mrs. Alan Sockloff

In Memory of John E. Fries
Cleveland, Waters and Bass, P.A.
Mrs. Annabelle C. Kellogg
Ms. Nancy Maynard
Leigh and Thomas Pell
The Schmidt Family
Mr. and Mrs. Charles D. Zimmerman

In Memory of Stephen B. Goodwin
Mr. Stephen J. Berry
Mr. and Mrs. James C. Cram
Mr. and Mrs. James A. Herschel
Ms. Bette A. McNabb
Ms. Gloria P. Miller

In Memory of Robert Haas
Mr. Doyle E. Marchant

In Memory of Chester “Chet” Hopkins
Mr. and Mrs. Stephen C. Caulfield

In Memory of Sally Maynard
Mr. and Mrs. J. Michael DeCenzo
Mr. and Mrs. Peter D. Watson

In Honor of Charles “Skip” Orem’s Birthday
Mr. and Mrs. Bruce Y. Jackson

In Memory of Carolyn E. Owens
Dr. and Mrs. Peter W. Stackpole

In Memory of Thomas A. Peterson
Mr. and Mrs. Robert F. Bencks

In Memory of Tinker Whittier
Mr. and Mrs. Stephen C. Caulfield

Donate Your Boat



by **Peggy Schick,**
Director of Development

Some people say a boat owner’s happiest days are the day he buys a boat and the day he parts with it. That hasn’t been my experience, and I hope you’re not “in that boat” either with ownership now feeling like the albatross around your neck (as one boat donor recently described it to me), but if you are, please read on!

Donation of your boat could result in a wonderful gift to Maine Maritime Museum. First, all boats donated to the museum are considered for our collection. If a boat is not a fit in that way, we’ll then offer it to Maritime Funding Association of Maine (MFAM) for consideration. MFAM is a nonprofit organization that the museum has partnered with for many years. They manage boat donations on behalf of other nonprofits and are committed to making the process a smooth sail for donors.

One requirement of MFAM is that the boat be valued over \$5,000. Boat appraisals are not done by the museum or MFAM, but rather by a certified marine surveyor. If MFAM accepts your boat donation, they generally will charter the boat for three years, with an option to purchase at the end of that time.

Your tax deduction can be taken in the year you donate the boat, possibly for the boat’s full market value. An individual or a couple filing taxes jointly may deduct up to 50% of their adjusted gross income for charitable contributions.

Please call me at 207-443-1316 x327 if you’d like more information.

The Rhyme for Anxious Mariners
By Stephen C. Caulfield

Two seasons past
Were to be our last
The boatyard said
The market’s hot
Two years on the hard
Suggest it’s not

So what to do
With my lovely boat
To find a new owner
And a new place to float

The answer, my friend
Is both easy and sound
Donate her to the museum
And the benefits will abound

For she’s gone
And out of the yard
Seeing her sitting
Was always so hard
And tax time, so dreaded
Is for once not so bad
The deduction is nice
And your spouse is not sad

And the good that you’ve done
Will exceed expectations
Enhancing our museum
For many generations

Welcome New Members

1/21/2016 to 5/25/2016

Virginia and R. Scott Archer
Marion Bell and Raymond Doss
Karen G. Bessey
Peter and Carol Blyberg
Gail and William Bruce
Mary Elizabeth Donnell Burchard
Glenn and Sandra Castner
Kathryn Cogley
Aaron and Lynn Cole
James and Anne Cram
Leslie Davenport
Irene Drago
Dean and Carrie Emmerson
Severine Fleming and Marada E. Cook
James and Leslie Freeman
Joan Gregoire

Erik Huber and Stacey Rees
Stanley and Catherine Hulse
Andrew and Hilary Kahl
Joshua Keller and Katie Peterson
William P. Kunitz and Louise M. Gephart
Kevin and Amy Kuzio
Dennis and Nancy Lemieux
Linda Lowell
Warren R. Martel Jr.
Michael P. Mason and Peter D. Murphy
Michael and Rande May
J. William Middendorf II
Sue Morin
Chris Neuman
Charles and Ellen Peters
Lawrence and Maria Renaud

Catherine Rich and Seth Kimball
David and Gail Robinson
John and Mathilde Rothwell
Robert and Lynda Russo
Fred J. Schlicher and Leslie E. Spieth
John C. Sharpe
James and Celeste Sherman
Joseph and Lynn Smith
William and Courtenay Snellings
Charles and Elizabeth Spies
Nicholas and Helen Spiridakis
Brian and Emily Thompson
Ted Triandafilou
William and Joyce Viecegli
Gordon and Roberta Weil

Celebrating Our Business Partners and Sponsors

Featured Business Partner Churchill Events

Maine Maritime Museum is a jewel in Maine’s Midcoast region, not just for its compelling representation of Maine’s rich maritime history, but as a premier wedding venue and event space. At Churchill Events, we have had the pleasure to produce a variety of events here, utilizing both the gracious warmth of Long Reach Hall, as well as the tent site available in the historic shipyard.

As full-service wedding/event planners and caterers, we work with people year round who have a vast array of requirements, from CEOs planning quarterly review luncheons to brides planning their dream wedding with 300 of their closest friends and family members. Regardless of the occasion, we always have one overarching goal – to create an event that truly reflects on our clients, surpasses their expectations, and is presented in an elegant, effortless way.

For that reason, we always welcome the chance to host an event at the Maine



Maritime Museum. Sweeping views of the Kennebec River create a memorable backdrop for weddings and parties of all sizes, as well as business lunches and corporate retreats. If you plan to host an event at the Maine Maritime Museum, we would enjoy getting to know you and helping you discover the possibilities at the museum. www.churchillcaterers.com (207) 878-2277

Support these Business Partners who support MMM

Business names in **RED** indicate new Business Partners.

Anchor (\$5,000)

Bath Savings Institution
Brunswick Hotel and Tavern
Diversified Communications
Reed & Reed, Inc.

Quarterdeck (\$2,500)

Churchill Events
Hampton Inn Bath
Lyman-Morse Boatbuilding Company

Mast (\$1,000)

Atlantic Motorcar Center
General Dynamics Bath Iron Works
Carl A. Bickford, Inc.
Cribstone Capital Management
R M Davis, Inc.
Allen Gelwick-Lockton Companies
Intermarine Incorporated
The Lane Construction Corp.
Maine Lobster Direct
Northeast Security Systems, Inc.
Piper Shores
Sagadahock Real Estate Association
WEX, Inc.
Yale Cordage, Inc.

Rudder (\$500)

BEK Inc.
Bickerstaff’s Books, Maps &c.
Chesterfield Associates Inc.
Cross Insurance
CTI
The Dolphin Marina & Restaurant
Energy Management Consultants Inc.
Enoteca Athena
Fairfield Inn & Suites by Marriott -
Brunswick Freeport
Great Island Boat Yard
Hap Moore Antiques Auctions
The Highlands
J.R. Maxwell & Co.
Norway Savings Bank
Residence Inn Bath/Brunswick
Royal River Boatyard & Repair
Sabre Yachts & Back Cove Yachts
Schooner Heritage
Spruce Point Inn Resort & Spa

Strouts Point Wharf Company
Thomaston Place Auction Galleries, Inc.
Thornton Oaks Retirement Community
UBS
Westlawn Institute of Marine Technology
Winnegance Store & Cafe

Galley (\$300)

111 Maine Catering
Ames True Value Supply
Androscoggin Dental Care
Anna’s Water’s Edge Restaurant
Aurora Provisions
Bailey Island Motel
Bath Subaru
Beale Street Barbeque
Bert’s Oil Service, Inc.
Betty’s Homestyle Cooking
Brewster House Bed & Breakfast
Byrnes’ Irish Pub
The Cabin Restaurant
Cahill Tire, Inc.
Cameron’s Lobster House
Chase, Leavitt & Co., Inc.
Cook’s Lobster & Ale House
Cool As A Moose
Coveside Bed & Breakfast
CVC Catering Group
DiMillo’s On the Water
East Coast Yacht Sales
Fiona’s Catering LLC
Flagship Inn
Frohmler Construction, Inc.
Gilman Electrical Supply
Halcyon Yarn
Hallett Canvas & Sail
Harbour Towne Inn
Hardy Boat Cruises
Harraseeket Inn
Heather Huprich Houston, Graphic Design
Heather Perry Photography
Henry and Marty
Holden Agency Insurance
The Inn at Bath
James Place Inn
Jeremy Burden, DDS
Kennebec Inn

Kennebec Tavern & Marina
Knead Thyme Catering
Land’s End Gift Shop
Le Garage
Lie-Nielsen Toolworks
Lisa Marie’s Made in Maine
Lobster Talk/Lulu Lobster Boat Ride
Local Sprouts Cooperative
Mae’s Cafe & Bakery
Maine Lobstermen’s Association, Inc.
Monhegan Boat Line
The Mooring Bed and Breakfast
Morton Real Estate
The Music Man DJ Service
The Mustard Seed Bookstore
New England Tent and Awning
New Meadows Marina
Now You’re Cooking
O’Hara Corporation
Plimsoll Mark Capital
Portland Discovery Land and Sea Tours
Red Cloak Haunted History Tours
Red’s Eats
Rocky’s Ace Hardware
The Royal River Grillhouse
Sarah’s Cafe & Twin Schooner Pub
Schooner Eastwind
Seacoast Catering and Lobster Bakes
Sebasco Harbor Resort
M.W. Sewall
Shelter Institute, Inc.
Simply Elegant Catering
Sitelines, PA
soggy dog designs photography
Solo Bistro
Soule Soule & Logan
Sparloft Arts
Spinney’s Restaurant, Guest House
& Cottages
Springer’s Jewelers
Starlight Cafe
Stone Cove Catering
Taste of Maine Restaurant
Topside Inn
Trillium Caterers
Verrill Dana LLP
Vigilant Capital Management, LLC

White Cedar Inn Bed and Breakfast
Wiscasset Motor Lodge
Woodex Bearing Company, Inc.

Binnacle (\$100)

Our non-profit partners
The Apprenticeshop
Big Brothers Big Sisters of Bath/Brunswick
Boothbay Harbor One Design Association
Bowdoin International Music Festival
Bowdoinham Historical Society
The Carpenter’s Boat Shop
Casco Bay Council Navy League
Cathance River Education Alliance
Chewonki Foundation
Downeast Ship Modelers Guild
Elmhurst, Inc.
Frances Perkins Center
Friends of Merrymeeting Bay
Friends of Seguin Island Light Station
Gulf of Maine Research Institute
Historic New England
Holbrook Community Foundation
Hyde Schools
Kennebec Estuary Land Trust
Kieve-Wavus Education, Inc.
Main Street Bath
Maine Antique Dealers Association
Maine Built Boats, Inc.
Maine International Trade Center
Maine Island Trail Association
Maine Maritime Academy
Maine Ocean & Wind Industry Initiative
Maine State Aquarium
Maine State Music Theatre
Maine Wood Products Association
Maine’s First Ship
Maritime Funding Association of Maine
Osher Map Library
Penobscot Marine Museum
Portland Public Library
Sagadahoc Preservation, Inc.
Seacoast Science Center
Spectrum Generations
Wiscasset, Waterville & Farmington
Railway Museum
Bath Area Family YMCA

Upcoming Volunteer Events

Tuesday, August 16,
5 to 7 pm
Volunteer Picnic

Monday, October 10
Columbus Day,
Summer Season Ends

Monday, October 17,
1 to 3 pm
Volunteer Wrap-Up

Thursday, November 17,
12 to 3 pm
Volunteer Recognition

Greetings from Inland Maine!



by **Katy Taylor,**
Volunteer & Outreach Coordinator

For many people, the word “maritime” conjures images of sailing ships, lobster fishing, and bayside villages. We can hear and smell the ocean in our minds. But we should also take a minute to remember that maritime is not just affiliated with the ocean and surfside attractions and edibles. It also includes lakes, streams, and ponds further inland, which Maine has plenty of! I myself daydream about canoeing on the ponds below Mt. Katahdin and fishing in my parents’ backyard along the Sandy River. You may not be aware but there is a sizeable group of volunteers at Maine Maritime Museum who actually travel from inland Maine to come in to work here. Towns like Rome, Wilton, Farmington, Fryeburg, Belgrade (just to name a few) where they live and recreate, creating their own unique maritime memories. Here are some stories that have been shared:

My name is Pam Taylor. When I am not volunteering at the Maine Maritime Museum, I live and recreate in Farmington, Maine. I have lived here for nearly 30 years. Our house is near a small oxbow, and we live just minutes away from the Sandy River, and several other streams. This area is also home to Clearwater Lake, where my daughter and I love to kayak. During her summer vacations home from college, we would make a plan to kayak. When I would ask where, she would always pick Clearwater Lake. We’d wait for a sunny, blue-sky day, load up the kayaks and go. We’d paddle like crazy to the middle of the lake and then pull our kayaks side by side. We’d let the boats drift, along with our conversations. We’d have the best conversations there. We solved none of the world’s problems, but we would have a great time catching up, just mother and daughter. When the sun began to sink, or a sum-



Blueberry Hill in the fall.

mer shower would move in, we would paddle back to shore. Lunch was always sandwiches from the small store at the head of the lake. My daughter now lives and works in Boston. She will be home for

a week this summer. She will want to go kayaking. When I ask her “where”, she will say, “Clearwater Lake”. I can’t wait!

Becky and Peter Alter have been part time residents in the Belgrade Lakes area for 34 years. Becky recalls visiting this area since childhood, forming lifelong friendships at summer camp. She remembers “I had my first job at what was called, way back when, The Lobster Pot, now The Sunset Grill. My grandparents would come and share a piece of pie and leave me a \$5 tip!” Today, they have a certified Lake Smart Camp on Upper Long Pond where they enjoy swimming, boating, tubing, waterskiing, and fly-fishing with their grandkids. The annual 4th of July parade has become a family tradition along with some of the other holiday festivities that this lake region plays host to like the loon calling contest, the frog jumping contest and watching the fireworks from their dock with about a million uninvited mosquitoes! Another summer “must-do” is picking blueberries on Blueberry Hill, which offers amazing views of the lakes. Becky points out that Earnst Thompson based his play and movie “On Golden Pond” on Great Pond in Belgrade and she said that they too would boat across Long Pond to pick up their mail and get supplies at Day’s Store, as seen in the movie.

Around the Museum



This summer, the museum opened two new spaces in the Maritime History building: The Bath Savings Institution Orientation Theater, and the C. Warren (Johnny) and Lorraine Ring Wyoming Gallery.



The museum was fortunate to have curatorial interns (and future husband and wife!) Sarah Simmons and Christopher Timm join us for the summer! Sarah, our collections management intern, is an art historian from Florida State University and holds a dual degree in Art History and Studio Art. She has a background in graphic and exhibition design, and has worked at a variety of museums, including the North Carolina Museum of Art and the Reynolda House Museum of American Art. Christopher, our exhibit intern, is an art historian from Florida State University, where he assisted in developing a themed experience program, a partnership between the College of Fine Arts and Walt Disney Imagineering. He has a background in information technology and graphic design.

Thanks for all of your help Sarah and Chris, and best wishes for a lifetime of wedded bliss!

Transport Like No Other (continued from page 1)



The steamer *Norumbega* leaving unidentified landing.

briefest of passages aboard Mystic Seaport's little steamer *Sabino* (originally built at East Boothbay in 1908 as *Tourist*), I was shocked, shocked to realize we were backing out from the pier without the slightest surge of noise or vibration. Unlike the deck-shaking regurgitations of modern diesel-driven craft, steam power was surprisingly and decorously silent. This revelation was a museum moment that I hope will justify the several millions that are being poured into *Sabino's* current renovation at the Seaport.

Playing the nostalgia card is a tricky thing. Steamer buffs now swoon at the smell of coal smoke, yet in the hey-day of steamer travel, coal cast a black pall over the world in general, and steamboat decks specifically. This wasn't "bad" or "good", just simply what was, a fact of daily life. Coal smoke got you where you needed to go; you worked with it, you lived with it, you made (or lost) money with it. Like diesel and gasoline today.

Meeting the Boat might hold the nostalgia card in trump, but steamer travel was anything but a quaint curiosity. No other maritime business activity had such a broad exposure to everyday people than did "the boats." Hope to catch you at the landing.

the sidewheel wash, and the undulations of floating carpeted saloon spaces – are the most elusive of "artifacts", these sensations of time past. Embarking on the

Over East Opens September 17



Artist Robert Beck returns to Maine each year to paint from life in the fishing and boat-building communities of the coast. Drawn by the aroma of wood in a boatbuilder's

shop, the activity on a lobster wharf, the ghosts in a spar shed, or the easy conversation of a group of women picking crab, Beck has produced a large body of work he considers his best, and closest to his heart.

September 17, these images of the working life and landscape from Maine coastal towns will be brought together for the first time ever in the exhibit *Over East, an Artist's Journal: Paintings by Robert Beck of the Contemporary Maritime Community*.

This exhibition of more than 40 paintings is a close and personal look at how life is lived in working villages along the coast, as seen through the eyes and words of an accomplished painter. It is a celebration of the spirit, the character, and the reality still to be found *Over East*.

Over East will be on view through January 22, 2017.

Sponsored by:
Jean Wilson and John Roberts
Bill and Mary Earl Rogers
Joan and Russell Smith
The Wright Family Trust

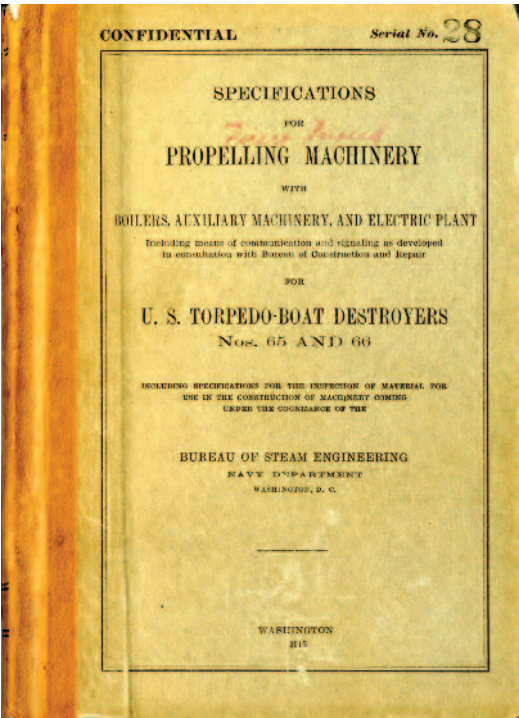


Recent Acquisitions

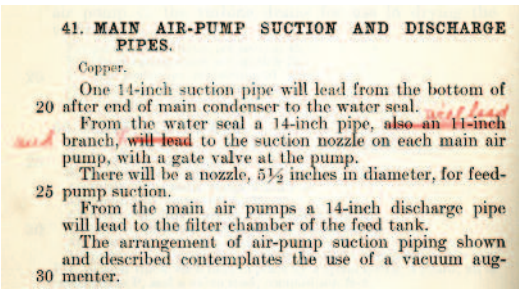


by Nathan Lipfert,
Senior Curator

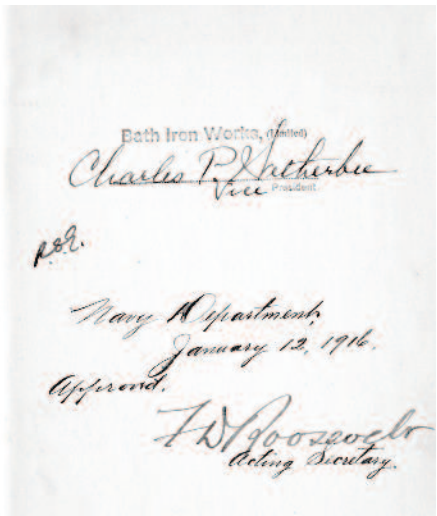
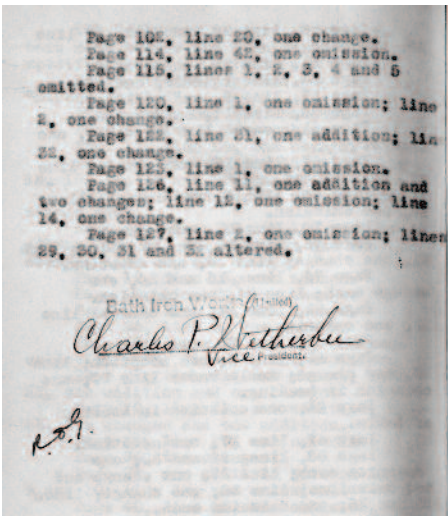
In recent months we have made some interesting purchases from local rare book dealers. By coincidence, there is an interesting variety of types of vessels and voyages represented.



Specifications for [Direct Coupled] Propelling Machinery... For U.S. Torpedo-Boat Destroyers Nos. 65 and 66, Bureau of Steam Engineering, Navy Department, Washington D.C., 1915.



bound in, and signed by the vice president of BIW, Charles P. Wetherbee. On January 12, 1916, the Acting Secretary of the Navy also acknowledged the changes with his signature – his name was Franklin D. Roosevelt. BIW delivered *Davis* to the Navy on September 16, 1916, and *Allen* in January of 1917.



This little book is a familiar format to us. The Navy Department published specification books for every class of naval vessel, often one for the hull and one for the machinery, like this one. They contain information to supplement what might be shown on the plans for the vessel – types of metal to be used for piping, etc. We have dozens of them in the collection here, ranging from 1890 to 1951.

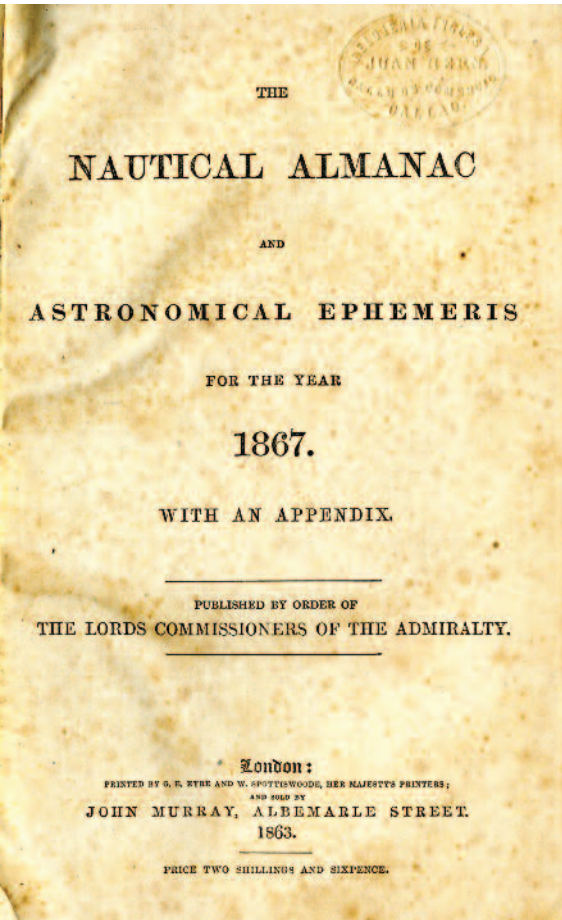
This book covers two destroyers built at Bath Iron Works Ltd. (BIW), U.S.S. *Davis* (DD-65) and U.S.S. *Allen* (DD-66). The Navy ordered the vessels on January 30, 1915, BIW laid their keels in May of that year and launched them both before the end of 1916. Interestingly, this book shows us that the technical details were still being thrashed out while the hulls were under construction. Red-inked corrections fill the book, some making technical changes, others clarifying the sentences.

At the end of the book a typed list of all the changes is

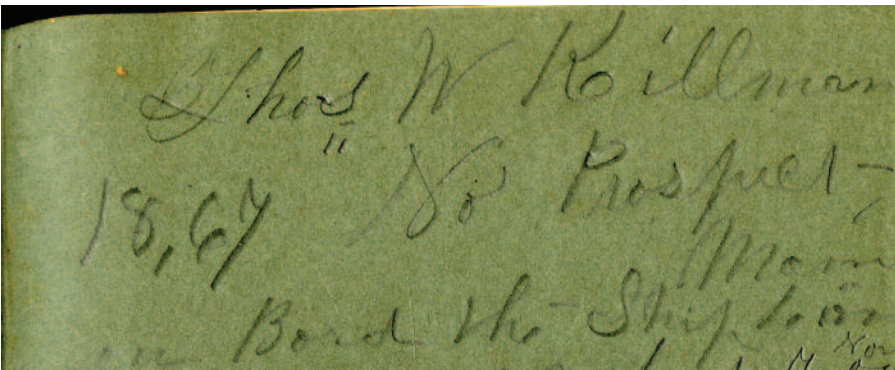
This volume contains 547 pages of tables of data crucial to shipmasters for celestial navigation. You also need an ephemeris if you are an astrologer diagraming someone's horoscope, but we don't think shipmasters did that.

A blind stamp on the title page indicates that this book was purchased at the Reloheria Inglesa de Juan Hern, Calle de Comercio, Callao. That is John Hern's English clock shop on Commercial Street, Callao, Peru. The purchaser wrote his name and details in the book's flyleaves – Captain Thomas W. Killman of North Prospect, Maine, commanding the ship *Lion* in 1867 on a voyage from Callao to Dunkirk (sic), France. We can assume his cargo was guano.

The dealer who sold us this book had found a few

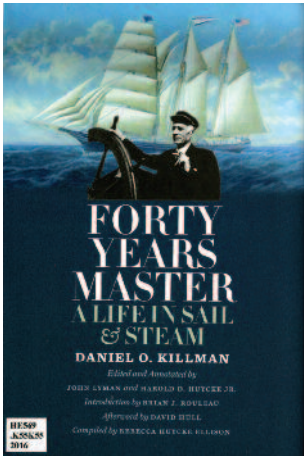


The Nautical Almanac and Astronomical Ephemeris for the Year 1867, The Lords Commissioners of the Admiralty, London, 1863



details of Captain Killman's life online, including details of his death at Manila in December 1878 while in command of the ship *Masonic*, stabbed by that vessel's steward. But the thing about discovering this book that makes it exciting was that a memoir by Daniel O. Killman, Thomas's younger brother, has just been published this year – *Forty Years Master: A Life in Sail & Steam*. Not only does Daniel give us more details of his brother's life, he was a seaman aboard *Masonic* when the fatal stabbing occurred (although he did not witness it). If you can find *Forty Years Master*, read it. It is a perfect exposition of a hard-bitten Maine shipmaster who doesn't take any guff, happily resorts to violence, and is always right. You will be amused or horrified, but not disappointed.

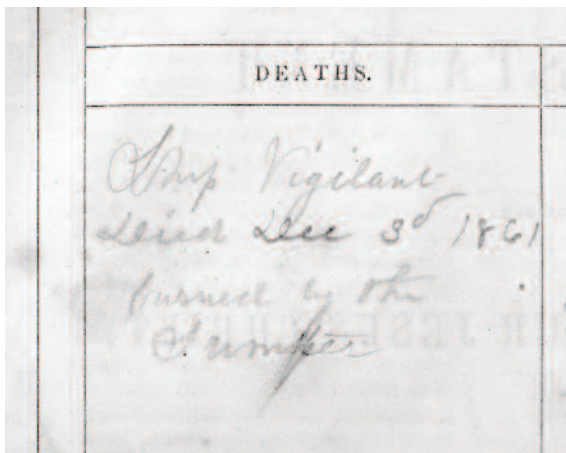
The *Nautical Almanac* would have been much less useful after 1867, so we assume the captain had left it at home long before his last voyage in *Masonic*. Interestingly, he did not throw it away, and his family must also have kept it after his death.





The Holy Bible, Containing the Old and New Testaments, American Bible Society, New York, 1854

This is a ship's Bible, embossed in gold on the cover, "SHIP VIGILANT." A penciled inscription on the flyleaf says "F S Bosworth, Master." From this we know that this is the ship *Vigilant* built by E. & A. Sewall of Bath in 1859 and operated by them in Atlantic trade. Frederick Bosworth was her second captain.



burned by the Sumter."

Admiral Raphael Semmes, in his 1868 *Memoirs of Service Afloat during the War Between the States*, describes the capture of *Vigilant* on December 3, 1861. He often used the subterfuge of operating his auxiliary steamer C.S.S. *Sumter* under sail, and taking down the smoke-stack. He did so on this occasion, and flew the French flag, getting quite close to the Bath ship before firing a gun.

"The prize proved to be the *Vigilant*, a fine new ship, from Bath, Maine, bound to the guano island of Sombrero, in the West Indies; some New Yorkers having made a lodgment on this barren little island, and being then engaged in working it for certain phosphates of lime, which they called mineral guano. We captured a rifled 9-pounder gun, with a supply of fixed ammunition, on board the *Vigilant*, and some small arms. We fired the ship at three P.M., and made sail on our course. The most welcome part of this capture was a large batch of New York newspapers, as late as the 21st of November." Semmes also described his unequal treatment of the ten black men from *Vigilant's* crew – they were put to work. The captured officers and crew, along with those from other vessels, were eventually set ashore at Cadiz, Spain, in early January. Except for the black sea-

This book is organized as a family Bible, so between the old and new testaments are several pages with blanks for filling in family marriages, births, and deaths. In the section for "Births," someone has written "Ship Vigilant born May 4th 1859." On the next page under "Deaths," the only entry is "Ship Vigilant Died Dec 3d 1861

men, who were kept in the *Sumter's* crew.

In reading this, I was surprised that *Vigilant* would have been carrying a cannon – it did not seem like an expense the Sewalls would have been likely to agree to, since the vessel had only been used in voyages to Europe and American ports. They surely would not have thought that a merchant crew could fight off a well-armed Confederate cruiser with a single gun. Also, the story of the voyage to a West Indian guano island seemed far-fetched – one New York paper reported that *Vigilant's* destination was Falmouth, England. I wondered if Semmes had been making things up.

The Sewall papers in the Museum's library include a box and a half of the *Vigilant's* records. Nowhere in the records of her construction, correspondence from captains, or accounts of her expenses is there a reference to the purchase of a gun. On top of that, there was a clearance paper from the Confederate States of America, New Orleans District, from when *Vigilant* had departed there in May, which stated explicitly that the ship was "mounted with no guns." By February 20th, 1861, the New York papers were reporting details of the *Vigilant's* capture, evidently reported by Captain Jabez B. Minott, who had taken over from Captain Bosworth in

November. No mention of a gun.

But on March 1, 1862, Ross W. Wood & Son wrote a letter to E & A Sewall. "We do not yet receive a copy of the protest of Capt Minott of the 'Vigilant' but presume we shall in due course – In the meantime will you please inform us, if you can, whether the 'Sumpter' took our correspondence out of the 'Vigilant' – also all the details of the capture that may be in your possession. Did she get the fine gun that was aboard?"

A few days later, the Sewalls' letter copy book shows a reply: "... Capt Minott informs us that the Sumter took possession of everything, allowing them (Captain & crew) only part of their clothing & after saving the small stores, the gun and ammunition, some sails & rigging, paints & oils, Capt's instruments & sundry papers including your correspondence, they fired the ship and destroyed the rest. The gun is now carried on the Sumter's fore-castle deck."

So there was a gun. Who was Ross W. Wood & Son? Some quick Internet research reveals that they were the New Yorkers who were trying to develop the "guano island" of Sombrero. *Vigilant* was indeed bound there, and a charter to Havre from New York in October 1861 had been cancelled. Wood & Son were concerned about their correspondence that was carried aboard *Vigilant*, presumably communications with their employees on Sombrero which *Vigilant* was going to deliver. It is possible that the gun belonged to Wood & Son and was also being delivered to the island. But because the Woods do not say "our gun" and because the Sewalls' letter includes the gun with the list of ship's gear that was taken, I believe it belonged to the ship. There is no evidence to date of who paid for it.

Now, the Bible. How did the Bible, now in my office, survive the burning of its ship in the mid-Atlantic? There are two possibilities. A *Liverpool Post* account of February 4, 1862 says that Capt. Minott was allowed to take "the customary trunk of clothes." Perhaps he decided to throw some reading matter in the trunk. The *Liverpool Post* also says that the *Sumter's* crew also took away "all books, charts and other things of value..." Maybe someone aboard C.S.S. *Sumter* latched onto it and brought it ashore later. But the fact that it was found in Maine (Capt. Jabez B. Minott was from Topsham) and was not written in after the note of the "death" of *Vigilant* makes it most likely that Capt. Minott took it himself. He lost a good deal of property – his share in the ship, his sextant and chronometer, most of his clothing and books. He may have found a comforting passage to read in the Bible.

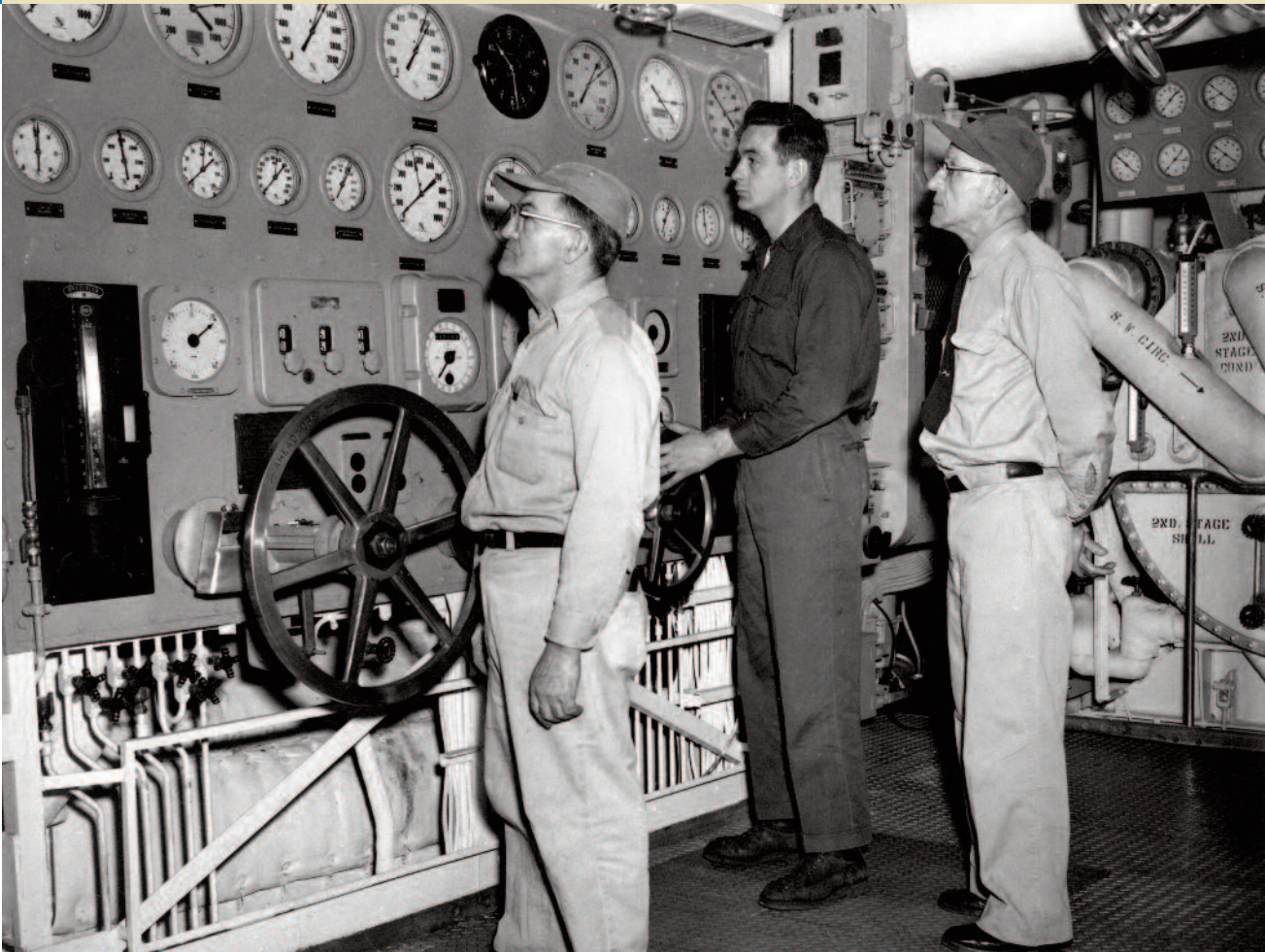
The Puzzler

Who Knew This Crew?



by **Nathan Lipfert**,
Senior Curator

Here’s one that is a little different. This one is identified as “BIW Operating Crew; on right, Chief Engineer Herbert Morse.” So we can guess this is the engine room of a vessel during trials, with its Bath Iron Works crew aboard. Can anyone identify the names of the gentlemen on the left and in the center? Can anyone suggest what class of vessel this might be? What year this might be? Mid-20th century is a safe bet, but I am sure we can get closer than that, either by dating the engine room gear, the vessel type, or by Mr. Morse’s apparent age in the picture (60?). If you think you know any of the answers to this one, please contact Senior Curator Nathan Lipfert at lipfert@maritimeme.org, or 207-443-1316 ext. 328, or by mail.



Last Issue’s Puzzler: Still Puzzling

Well, no one handed us this one on a platter. We are still looking. It does not resemble the fish plants in the Boothbay area. That area and pretty much everywhere to the south and west would have been denuded of trees by the 1870s. Chances are, it is someplace to the eastward. We wish we knew more.



Get Your Boat Raffle Tickets!



You could win this beautiful 14-foot Whitehall-style pulling boat, built in Maine Maritime Museum’s Boatshop! Built of Atlantic cedar planking on oak frames with pine thwarts and 56-inch beam, this boat will be a pleasure to row. The drawing will be held October 11, 2016, and proceeds from this raffle will support the museum’s Discovery Boatbuilding Program. Tickets are \$5 each or five for \$20 and are available at the museum or online at: www.mainemaritimemuseum.org/shop.

Join or Renew Your Membership!

You may join online or complete and mail this form.

Please indicate Membership level:

- | | | |
|--|---|---|
| <input type="checkbox"/> Individual \$50 | <input type="checkbox"/> Family \$75 | <input type="checkbox"/> Sustaining \$150 |
| <input type="checkbox"/> Patron \$250 | <input type="checkbox"/> Shipwright \$500 | <input type="checkbox"/> Downeaster \$1,000 |

☐ This is a gift membership.

NAME			
STREET	CITY	STATE	ZIP
TEL		EMAIL	

Please charge my membership on ☐ MASTERCARD ☐ VISA ☐ DISCOVER ☐ AMEX

CARD NUMBER	EXP. DATE	CARDHOLDER’S SIGNATURE
-------------	-----------	------------------------

I have also enclosed \$_____ as a contribution to help support the museum.

Please make check payable to Maine Maritime Museum and return to:
243 Washington Street, Bath, ME 04530
Dues and other contributions are tax deductible as provided by law.